

CENTRAL INTELLIGENCE AGENCY

# INFORMATION REPORT

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- In addition, the Transport Section of the USSR Academy of Science also engages in scientific research work in the sphere of merchant and river transport as do voluntary, non-official organizations. The only such voluntary non-official organization in the Merchant and River Fleet Ministry System is the All-Union Scientific Water Transport Engineering-Technical Society--VNITOVTV. (Vsesoyuznoye Nauchnoye Inzhenerno-Tekhnicheskoye Obshchestvo "VNITOVTV").

2. The All-Union Scientific Water Transport Engineering-Technical Society is a voluntary public organization within the Merchant and River Fleet Ministry System. It aims to organize and carry out scientific research work in the field of maritime and river transport. In following its basic aims, VNITOVT resolved to carry out the following missions:
- (a) Study and socialization of the Stakhanovite working experience of shipboard as well as shore-based personnel;

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- (c) Caspian branch (in Baku),
- (d) Northern branch (in Archangel),
- (e) Far-Eastern branch (in Vladivostok),
- (f) Sakhalin branch (in Kholmsk),
- (g) Murmansk branch,
- (h) Tallin branch,
- (i) Riga branch,
- (j) Gorki branch,
- (k) Kamsk branch (in the town of Molotov),
- (l) Kuibyshev branch,
- (m) Moscow branch,
- (n) Rostov-on-the-Don branch,
- (o) Krasnoyarsk branch,
- (p) Omsk branch,
- (q) Novosibirsk branch,
- (r) Kiev branch.

The Black Sea, Azov, Caspian, Sakhalin, Murmansk, Tallin and Riga Societies are united in Merchant Fleet organizations only. The Gorki, Kamsk, Kuibyshev, Moscow, Rostov/Don, Krasnoyarsk, Omsk, Novosibirsk, Kiev Branches are united in River Transport organizations and enterprises only. The Leningrad, Astrakhan, Northern, Far-Eastern Branches are united in Merchant and River Fleet organizations.

5. VNITOVT Branches united in Merchant Fleet as well as River Transport organizations (Leningrad, Astrakhan, Northern, Far-Eastern Branches) have two sections, a Maritime and a River Section.
6. Every VNITOVT branch (or Section within the Branch) has groups, which are specialized in certain fields, in particular:

- (a) Shipbuilding and ship repair group,
- (b) Navigation group,
- (c) Group for technical operation of ships and machinery,
- (d) Rationalization and invention group,
- (e) Group for harbor waterways and hydro-technical structures (hydro-technical group),
- (f) Fleet and harbor work organization group,
- (g) Economic group.

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7. The primary (local) organization of VNITOVT is a cell. [redacted] and in 1951 about 180 cells were an organic part of VNITOVT. At the head of each cell is a chairman who is elected in general assembly by the society members belonging to the cell.

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8. The following members of the VNITOVT administrative board are also elected in general assembly:

- (a) Chairman of the board,
- (b) Secretaries,
- (c) Members of the board.

The number of board members changes according to the size of society membership in the branch and varies between five to eight persons. The chairmen of sections (Merchant and River) are automatically also board members of the VNITOVT branch. Chairmen of cells do not necessarily need to be included as board members, but as a rule, chairmen of large cells are elected as branch board members.

9. The idea of appointing enterprises and organizations honorary members of VNITOVT is based on the following reasoning:

In order to establish a VNITOVT Cell in any organization or enterprise, this organization or enterprise must already be a member of VNITOVT. In practice this works out in the following manner: The chairman or one of the board members of the Society Branch negotiates with the manager of the enterprise for acceptance of the latter as an honorary member of the Society. The inclusion of enterprises as honorary members of the Society is accomplished by the signing of a contract by the enterprise

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or also by mutual agreement. On the one hand, the Society pledges itself to render assistance to the enterprise by elaborating and injecting more advanced organizational-technical methods into production. On the other hand, the enterprise pledges itself to render financial assistance to the Society, donate materials, instruments and equipment. It also offers a chance to make use of laboratories, libraries, etc. As a rule, managers of enterprises and organizations do not refuse to allow organizations managed by them to become members of VNITOVT. First of all, the Society actually renders assistance by injecting advanced organizational-technical methods into production. Besides, it must be realized that an obstinate manager's refusal may entail unpleasant consequences for him. In such cases the Society usually resorts to the influence of Party political and trade union organs. It may even call on some higher category official in the administrative branch. [redacted] however, it almost never happens in practice that a manager would reject VNITOVT's offer of membership to the latter's enterprise or organization. The fact, however, that an enterprise or organization is an honorary member of VNITOVT does not imply that a VNITOVT cell exists there. Approximately half of the Merchant and River Transport enterprises and organizations, honorary members of the Society, have no primary VNITOVT organizations (cells) in their establishments.

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10. Persons desiring to become VNITOVT members must satisfy the following conditions:

- (a) Proof of completed university education,
- (b) Satisfactory industrial activity.

11. Released from membership in VNITOVT are any persons not engaged in scientific-technical work (society members by name only), persons whose production capacity has slackened and persons neglecting to pay their membership dues.

12. Production leaders and innovators (pioneers) who do not have a completed university education, are drawn into a so-called "Obshchestvennyy aktiv obshchestva" (pool of very active members), which means that they take part in VNITOVT activities as non-official members. Beginning in 1951 there were rumors that educational qualifications for admittance to VNITOVT membership would be somewhat lowered. At first the idea was rejected as irreconcilable with the concepts of the Society as an engineering-technical body.

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[redacted] It must be realized, however, that managers of enterprises and organizations, the latter's representatives, chiefs of services and departments, especially operational and technical executives, may be accepted as members of the Society regardless of their educational qualifications. In this respect the Society plays its own kind of politics; after all, if it wants material support from the enterprises it can be obtained easily when their managers are Society members.

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13. The All-Union Engineering-Technical Society also did work in connection with the elaboration of new advanced navigation methods, perfection of navigational aids, study of typical ship accidents and machine breakdowns and study of accident prevention methods.

[redacted] the following operations carried out by VNITOVT or directly supported by VNITOVT:

- (a) Ship control problems in stormy weather,
- (b) Instruments for automatic retention of the vessel's set course,
- (c) Navigability and rudder control of maritime non-self-propelled vessels,

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- (d) Instruments for measuring the inclination of the visible sea-horizon,
- (e) Sextants with level and integrator,
- (f) Systems of cooling gyro-compasses,
- (g) Installation of sonic depth finders without the need of docking the vessel,
- (h) Calculation of currents for setting a new course of the vessel,
- (i) Towing vessels by the push system,
- (j) Electro-radio-navigational instruments.

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